

Project Brief

I-15 at 11400 South Interchange

2007 Legislative Update

Provided By:



Project Description: CONSTRUCTION, Freeway Interchange

In September of 2005, UDOT and the Federal Highway Administration (FHWA) completed an Environmental Impact Statement (EIS) for transportation improvements in the 11400 South Study Area. The Study Area included portions of Riverton, Sandy, Draper, and South Jordan cities and extended from 12300/12600 South to 10600/10400 South, and from Bangerter Highway to 700 East. On September 13, 2005, the FHWA issued a record of decision (ROD) selecting the EIS Alternative 4 as the best solution to the existing and projected transportation needs in the Study Area.

Based on the EIS and ROD, the following improvements are planned for construction:

- A new interchange at 11400 South and Interstate 15, and new auxiliary lanes in both directions on I-15, between 11400 South and 10600 South.
- Extension of 11400 South to span the gap that currently exists between about 750 West and 1300 West, including a new bridge crossing of the Jordan River
- Widen 11400 South to five lanes from Bangerter Highway to State Street.
- Intersection improvements on Jordan Gateway/Lone Peak Parkway at 10600 South, 11400 South, and 12300 South.
- Modify the I-15 interchange at 10600 South, including a triple left turn southbound to eastbound.
- Widen 10600 South to six lanes from just west of River Front Parkway to Jordan Gateway.
- Construct a grade separated railroad crossing at 11400 South and 500 West.

This project is currently being challenged in federal district court. Plaintiffs assert that the Environmental Studies which were prepared under the National Environmental Policy Act (NEPA), and the avoidance and alternatives evaluation under Section 4(f) of the Transportation Act, were inadequate.

In particular, the plaintiffs claim

- An exhaustive analysis of all possible project alternatives was not performed
- The stated project purpose was too narrow
- Traffic modeling and noise analyses were not adequately performed
- The 10400 South EA should have been an EIS
- A regional EIS must be performed for all traffic projects in the southwest quadrant of the Salt Lake Valley.
- The alternatives that were selected for both projects violated the Transportation Act because there are other alternatives with less impact on Section 4(f) resources (e.g., parks, historic properties)

Summary of remaining scheduled items:

November 15, 2006 – Defendants response to brief due – Completed 11/15/06

December 21, 2006 – Plaintiff reply brief due

January 23, 2007 – Hearing, oral arguments on merits

Location of January 23, 2007 Hearing:

US District Court for the State of Utah
350 South Main Street
Salt Lake City, Utah 84101-2180
(801) 524-6100

Depending on the court's decision, design and construction could begin in 2007 or 2008. Construction of the new interchange at 11400 South is expected to take 12-18 months.

Currently there is funding for the new Interchange at 11400 South and I-15, and for the improvement of 11400 South from State Street to Jordan Gateway/Lone Peak Parkway. Construction funding for other components of the selected alternatives, including extension of 11400 South across the Jordan River and widening of 11400 South from Jordan Gateway/Lone Peak Parkway to Bangerter Highway, is not available at this time. Once funding for these components is identified, and depending on the status of the court case, final design and construction will begin.

NOTE: Schedule information listed above is estimated and could change without notice based on funding, scheduling constraints, stakeholder issues, and other unanticipated project elements.

**Commission
Approved
Project Budget:
\$41,895,242**

**Anticipated
Schedule:
To be determined**

Project Contacts:

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Resident Engineer
To be determined

**Affected
Legislative Districts:
Senate: 9, 10, 11
House: 41, 51**

**Affected
Municipalities:
Sandy City, Draper**